

The Hongkong Telegraph.

No. 2738.

FRIDAY, JANUARY 9, 1891.

SIX DOLLARS
PER QUARTER

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL\$8,168,062 50
RESERVE FUND5,482,127 00
RESERVE LIABILITY OF
PROPRIETORS8,168,062 50

COURT OF DIRECTORS:—
CHAIRMAN—H. L. DALRYMPLE, Esq.
DEPUTY CHAIRMAN—J. S. MOSES, Esq.
T. E. DAVIES, Esq., A. McCONACHIE, Esq.,
W. H. FORBES, Esq., S. C. MICHAELSEN, Esq.,
H. HOPKINS, Esq., L. POSTNECKER, Esq.,
Hon. J. J. KESWICK, D. R. SASSOON, Esq.

ACTING CHIEF MANAGER,
HONGKONG—F. DE BOVIS, Esq.
MANAGER,
SHANGHAI—JOHN WALTER, Esq.

LONDON BANKERS—LONDON AND
COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at
the rate of 2 per cent. per annum on the
fully balance.

ON FIXED DEPOSITS:—
For 3 months, 3 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 5 per cent. per annum.

LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities,
and every description of BANKING and
EXCHANGE business transacted.
DRAFTS placed on London, and the chief
commercial places in Europe, India, Australia,
America, China and Japan.

F. DE BOVIS,
Acting Chief Manager.
Hongkong, 1st January, 1891.

RULES

HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK
will be conducted by the HONGKONG
AND SHANGHAI BANKING
CORPORATION, on their premises in
Hongkong, Business Hours on WEEK-
DAYS, 10 to 12; SATURDAYS, 10 to 1.

2.—SAVINGS LESS THAN \$1, or MORE THAN
\$250 at one time will not be received. No
Depositor may deposit more than \$2,500
in any one year.

3.—DEPOSITORS in the SAVINGS BANK,
having \$200, or more, at their credit may at
their option transfer the same to the HONG-
KONG AND SHANGHAI BANKING
CORPORATION on fixed deposit for 12
months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3 1/2 per
cent. annum will be allowed to Depositors on
their daily balances.

5.—EACH DEPOSITOR will be furnished gratis
with a PASS-BOOK, which must be presented
with each payment or withdrawal.
Depositors must not make any entries them-
selves in their PASS-BOOKS, but should send
them to be written up at least twice a year,
about the beginning of January and
beginning of July.

6.—CORRESPONDENCE as to the Business
of the Bank, if marked ON HONGKONG
SAVINGS BANK BUSINESS, will be
forwarded free by the various British Post
Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand,
but the personal attendance of the
Depositor or his duly appointed Agent, and
the production of his PASS-BOOK, are
necessary.

FOR THE HONGKONG AND SHANGHAI
BANKING CORPORATION.
F. DE BOVIS,
Acting Chief Manager.
Hongkong, 1st January, 1891.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL\$2,000,000.
PAID-UP CAPITAL£ 580,000

Head Office.....40, Threadneedle Street,
West End Office.....25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT,
Issues and Sells BILLS OF EXCHANGE,
Issues LETTERS OF CREDIT, forwards BILLS for
COLLECTION, and Transacts Banking and
Agency Business generally, on terms to be had
on application.

INTEREST ALLOWED ON DEPOSITS:—
Fixed for 12 months, 5 per cent. per annum.
" 6 " 4 " " "
" 3 " 3 " " "
ON CURRENT DEPOSIT ACCOUNTS
2 per cent. per annum on the Daily Balance

E. W. RUTTER,
Manager.
10

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL\$5,000,000.
PAID-UP CAPITAL2,000,000.
RESERVE FUND1,250,000.

BOARD OF DIRECTORS.
Hon. J. J. KESWICK, Chairman.
Hon. C. P. CHATER, Managing Directors.
LEE SING, Esq.,
S. C. MICHAELSEN, Esq.,
J. S. MOSES, Esq.,
G. E. NOBLE, Esq.,
POON PONG, Esq.,
D. R. SASSOON, Esq.

BANKERS,
THE HONGKONG AND SHANGHAI
BANKING CORPORATION.

MONEY advanced on Mortgage, on Land,
and Buildings.
Estates Managed and all kinds of Agency and
Commission business relating to land, etc.,
conducted.

Full particulars can be obtained at the Com-
pany's Offices, No. 1, Queen's Road Central.
A. SHELTON HOOVER,
Secretary.

Victoria Buildings,
Hongkong, 2nd May, 1890.

Intimations.

W. B. BREWER.

HAS JUST RECEIVED

WORKS of late Dr. John Henry Newman
new and cheaper editions.
Locks Mining and Ore Dressing Machinery.
Jones—Asbestos its properties and occurrences.
Studies in the Poetry of Robert Browning.
Woodrows Gardening in India.
Burnside's Quilt at Home.
Steinitz Modern Chess.
Fret Cutting and Wood Carving.
Acting Charades.

Photographic Holiday Work.
The Colonists Medical Handbook.
Magazine of Art Vol. for 1890.
Wall Map of China.
5 Strong Champion Banjos and Vox
Humana Accordeons.
Brown Leather Shoes.
Dancing Pumps.
Ladies Walking and Dancing Shoes.

W. BREWER,
UNDER HONGKONG HOTEL.
1156

LANE, CRAWFORD & CO.

NEW SADDLERY.

BUCKSKIN RACING SADDLES,
HACK SADDLES,
LADIES' SADDLES,
SADDLE CLOTHS, WEIGHT CLOTHS, PONY CLOTHING,
POCKY WHIPS, DRIVING WHIPS,
PONY HARNESS,
SIRINGLES, GIRTHS, BRIDLES, STIRRUP LEATHERS and WEBS.
SADDLERS' GOODS and STABLE REQUISITES of all kinds.
RIDING BOOTS, JOCKEY BOOTS, BOOT TOPS.
SADDLE PASTE, VARNISH, BOOT TOP LIQUID

LANE, CRAWFORD & CO.

CRUICKSHANK & CO., LD.

FAMILY AND DISPENSING CHEMISTS,
AND
Commission Agents.

ALWAYS in stock our usual well-known Brands of WINES and SPIRITS, &c.
"SPECIALLY BLENDED LIQUEUR WHISKY."
"P. E. S. A. L. A."

The new digestive Condiment used as ordinary Salt with meals.
THEATRICAL REQUISITES:—Spirit Gum, Grease Paints, Rouge, &c., &c.
Triplets Mirrors, Ladies' Cutlery, Combs, Ladies' & Gentlemen's Chest Expanding Braces.
Sole Agents for "HEATH'S EMPLASTRUM" an efficacious and unfailing remedy for
ponies suffering from "Sanderack," "Canker," "Seedy Toes," "Thrush," &c.
Hongkong, 19th December, 1890.

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENTLEMEN'S OUTFITTERS,
OPPOSITE HONGKONG HOTEL.

OUR Stock of Seasonable Goods is now complete in all the newest MATERIALS, comprising
a large variety of DRESS SUITING from 30 upwards, TWEEDS for SUITS,
ULSTER and INVERNESS CAPES, CORDS and ELASTICS for RIDING and SHOOTING
BREECHES and LEGGINGS.
EVENING DRESS SHIRTS, COLLARS, TIES, GLOVES, SILK, LISLE, THREAD
and CASHMERE, SOCKS, PATENT LEATHER PUMPS and SHOES, &c., &c., &c.

KELLY & WALSH, LD.

NEW SONGS
In this tender Evening Hour—Charles Deacon.
At the Dance—Gerald M. Lane.
I was never more surprised—John Carrill.
A Brighter day will dawn—Lewis Hann.
The Return—W. C. Levey.
Stories—A. H. Behrend.
Loves Old Sweet Song—J. L. Molloy.
Very extraordinary, I tell it—Edward Solomon.
Home-land—Edith Muriel.
The Sweetest Music—E. R. Marriott.
Away far Away—Edith Marriott.
Twenty Miles to London Town—G. M. Lane.
The Old Old Tale—A. H. Behrend.
The Light of Home—Frank L. Melr.
Ah will-a-day—Mrs. Arthur Goodeve.
Say, but the word—Felix Corbett.
The house where I was born—J. L. Molloy.
Love's Absence—Lindsay Lennox.
Bridget O'Grady—Ivan Carrill.
The Jolly Boy's Club—E. J. Lonnem.
Come back my love to me—J. T. Gardner.
Union Jack—J. M. Capel.
Through Life—Howard Talbot.
Sweet Good-bye—Henry Tucker.
The Home—Lights Ajar—Carl Willoughby.
Twas surely late—Hope Temple.
The Fairy of the Ring—Chanticleer.
The Lily Bride—Louis Diehl.
In Sylvian Glade—Walter W. Hedgcock.
The Vivandiere—Josiah Booth.

NEW WALTZES.
A Dream of Venice—Irène Audain.
Ferryman John—Otto Roeder.
Yours Always—A. Gwylm Crowe.
Trip Away—Felix Hunsen.
Little Huntsmen—Otto Roeder.
Mon Ami—Gerald M. Lane.
Immer Für Dich—Gerald M. Lane.
Loves Dreamland—Otto Roeder.
Autumn Flowers—T. P. Royle.
Marina—Willem Vandervell.
Paris in London—Ivan Range.
Stories—Ed. St. Quentin.
The Melba—Ch. Stephano.
The Red Hussar—P. Bucalossi.
Jessie—Carl Hermann.
The Flower Maiden—D'Auvergne.
Dorothy Dene—Hermann Rosa.
Miriam—Gilbert Byrass.
Golden Rod—Mrs. Frank Mackeleen.
Capt. Thérèse—Charles Coote.
La Bella Inglese—Francesco Astrella.
Corinne—Ernest Bucalossi.
La Fete—W. C. Levey.
Ties Done—Théo. Bonheur.
Sweetest and Dearest—Florence Fare.
Dance Te Vaux—Emile Waldeufel.
Extremadura—E. Bucalossi.
La Cible—Florence Fare.
Golconda—Poppellwell Royle.
The Chorolista—Edw. Scott.

W. POWELL & CO.

EX S.S. "PALINURUS."

SPECIALITIES IN

BALL COSTUME MATERIALS.
GILT & SILVER TRIMMINGS for FANCY COSTUMES.

W. POWELL & CO.

WINE AND SPIRIT MERCHANTS,
ALE AND STOUT MERCHANTS.

Hongkong—10, Queen's Road.

BASS & Co. (E. & J. Burke). GUINNESS (E. & J. Burke).
PILSENER ("Tankard" chop). GUINNESS (Woodfield).
JAPAN ("Yebishu"). REID'S LONDON STOUT.
MILWAUKEE (J. Schlitz & Co.)

PIANOS ON HIRE.

TOYS and other useful PRESENTS.
X-MAS-TREE DECORATIONS.
SWEETS and BONBONNIERES.

Quality Superb. Open daily (Sundays excepted) from 9 A.M. to 10 P.M.
No. 2, PEDDER'S STREET.

A. HAHN.

GRAND CHRISTMAS SHOW
OF
PIANOS FOR SALE.

Notices of Firms.

NOTICE.

M. ERNST RICHARD FUHRMANN
has this day been admitted a Partner in
our Firm.
REUTER, BROCKELMANN & Co.
Hongkong, 1st January, 1891.

NOTICE.

THE INTEREST AND RESPONSIBILITY of Mr.
NISSIM-DAVID FZEKIEL in our Firm
ceased on the 23rd December, 1890.
FZEKIEL & JOSEPH.
Hongkong, 31st December, 1890.

WITH reference to the above the Under-
signed will carry on the business under
the style of JOSEPH & LEVY and liquidate all
outstanding accounts of the above Firm.
S. H. JOSEPH,
S. H. LEVY.
Hongkong, 31st December, 1890.

Consignees.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "DENBIGHSHIRE."
FROM HAMBURG, ANTWERP, LONDON,
PENANG, AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at
their risk into the Godowns of the Kowloon
Wharf and Godown Company, at Kowloon,
whence and/or from the wharves delivery may
be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 12th inst., will be subject to
rent.

All claims against the steamer must be
presented to the Underwriter on or before the
12th inst., or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.

Hongkong, 5th January, 1891.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "TENNIS."
FROM GLASGOW, LIVERPOOL, PENANG
AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed
that all goods are being landed at their
risk, into the Godowns of the Kowloon Wharf
and Godown Company, at Kowloon, whence
and/or from the wharves delivery may be
obtained.

Optional cargo will be forwarded unless notice
to the contrary be given before Noon, TO-
DAY, the 5th inst.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 12th inst., will be subject to
rent.

All claims against the Steamer must be pre-
sented to the Underwriter on or before the 12th
inst., or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.

Hongkong, 5th January, 1891.

Shipping.

STEAMERS.

DOUGLAS STEAM-SHIP COMPANY,
LIMITED.

FOR SWATOW.
THE Company's Steamship

"FOKION."
Captain Davis, will be despatched for the
above Port, TO-MORROW, the 10th inst.,
at DAYLIGHT.
For Freight or Passage, apply to
DOUGLAS LIPPAIK & Co.,
General Managers.

Hongkong, 8th January, 1891.

THE SCOTTISH ORIENTAL STEAMSHIP
COMPANY, LIMITED.

FOR BANGKOK (DIRECT).
THE Company's Steamship

"CHOW FA."
Captain F. W. Phillips, will be despatched for
the above Port, TO-MORROW, the 10th inst.,
at 9 A.M.
For Freight or Passage, apply to
YUEN FAT HONG,
Agents.

Hongkong, 7th January, 1891.

THE SCOTTISH ORIENTAL STEAMSHIP
COMPANY, LIMITED.

FOR SWATOW AND BANGKOK.
THE Company's Steamship

"PHRA-NANG."
Captain W. H. Watson, will be despatched for
the above Ports, TO-MORROW, the 10th inst.,
at 9 A.M.
For Freight or Passage, apply to
YUEN FAT HONG,
Agents.

Hongkong, 8th January, 1891.

FOR LONDON.
THE Steamship

"DORSET."
Captain Daniels, will be despatched for the
above Port, TO-MORROW, the 10th inst.,
at 4 P.M.
For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, 2nd January, 1891.

DOUGLAS STEAM-SHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"NAMO."
Captain Goddard, will be despatched for the
above Ports, ON SUNDAY, the 11th inst.,
at DAYLIGHT.
For Freight or Passage, apply to
DOUGLAS LIPPAIK & Co.,
General Managers.

Hongkong, 8th January, 1891.

Shipping.

STEAMERS.

UNION LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
"GUY MANNERING,"
Captain Ford, will be despatched for the
above port, on or about the 15th January, 1891.
For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, 17th December, 1890.

STEAM TO STRAITS AND BOMBAY.
(Calling at Colombo if sufficient inducement
offers).

THE P. & O. S. N. Co.'s Steamship.

"THIBET."
Captain W. L. Brown, will leave for the above
places, on THURSDAY, the 15th January,
at NOON.

E. L. WOODIN,
Superintendent.

Hongkong, 7th January, 1891.

AUSTRO-HUNGARIAN LLOYD'S STEAM
NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
and BOMBAY, having connection with
Company's Mail Steamer to ADEY, SUEZ,
PORT SAID, TRIESTE, VENICE and
FLORENCE.

THE Company's Steamship

"MELPOMENE."
Captain A. Missis, will be despatched as
above on SATURDAY, the 12th inst., at NOON,
taking Cargo at through rates to CALCUTTA,
MADRAS, PERSIAN GULF, BLACK SEA, LEVANT,
and ADRIATIC PORTS.
Cargo will not be received on board after 3
P.M. prior to date of sailing.
For further information as to Passage and
Freight, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 3rd January, 1891.

THE CHINA SHIPPERS' MUTUAL STEAM
NAVIGATION COMPANY, LIMITED.

FOR LONDON.
THE Company's Steamship

"PAKLING."
B. H. Machugh, Commander, will be despatched
as above on or about the 20th January.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 6th January, 1891.

SAILING VESSELS.

FOR NEW YORK.
THE 3 1/2 L. I. American Ship

"SEA WITCH."
Tibbets, Master, will leave for the above
Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.,
Agents.

Hongkong, 3rd November, 1890.

Mails.

CANADIAN PACIFIC STEAMSHIP
AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM
HONGKONG, 1891.

(Subject to Alteration).
THE Steamship

"BATAVIA."
sailing at NOON, on THURSDAY, the 5th Feb.,
1891, will proceed to VANCOUVER, via
INLAND SEA, KOBE, and YOKOHAMA.

RATES OF PASSAGE.
FROM HONGKONG, FIRST CLASS:—
To Vancouver and Victoria\$210.00
To Port Townsend, Seattle, Tacoma\$215.00
To Portland, Oregon\$220.00
To Winnipeg, Minneapolis, St. Paul\$250.00
To Chicago, Kansas City, Milwaukee\$275.00
To St. Louis, Detroit, Cincinnati\$280.00
To Hamilton, Kingston, London (Ont.)
Ottawa, Toronto, Montreal, New
York, Albany, Buffalo, Niagara
Falls, Baltimore, Philadelphia and
Washington\$290.00
To Quebec, Boston, Portland (Maine)\$295.00
To Halifax, St. John's\$300.00
To Liverpool\$325.00
To London, via Liverpool\$330.00
To Paris and Bremen\$345.00
To Havre and Hamburg\$355.00
Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of steamers.

Special rates (first-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
officials in service of China and Japan, and to
Government officials.

Return Tickets.—First and second class only.
—Prepaid return tickets to Pacific Coast Ports,
and to Eastern and Interior Points of Canada
and U.S.A. will be granted, available for 6
months at 25 per cent. off Return Fare.

(Time is reckoned from the date of landing to
date of re-embarkation at Vancouver.)
Passengers to Pacific Coast Ports and to In-
terior and Eastern Points of Canada and U.S.A.
not holding prepaid return tickets but who re-
embark within 12 months from date of landing
at Vancouver will be allowed 10 per cent. off
the return fare.

Prepaid return tickets to European ports will
be issued available for 12 months at double
fare (Mexican Dollars).

CARGO.—Through Bills of Lading issued to
Japan, Pacific Coast Ports, and to Canadian
and United States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate and one
copy must be sent forward by the steamer
to the care of D. E. Brown, Assistant General
Freight and Passenger Agent, Canadian Pacific
Railway Company, Vancouver, B. C.

Parcels must be sent to our Office with
address marked in full by 5 P.M. on the day
previous to sailing.

For further information as to Passage and
Freight, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 8th January, 1891.

Mails.

ACCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

MAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

THE Steamship

"GAELIC."
will be despatched for San Francisco, via
Yokohama, on SATURDAY, the 10th January,
at 1 P.M.

Connection will be made at Yokohama with
Steamers from Shanghai and Japan Ports.
All PARCEL PACKAGES should be marked to
address in full and same will be received at
the Company's Office until Five P.M. the day
previous to sailing.

First-class Fares granted as follows:—
To San Francisco\$225.00
To San Francisco and return\$235.00
available for 6 months\$235.00
To Liverpool\$325.00
To London\$330.00
To other European Ports at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service, and the
Imperial Chinese Customs, to be obtained on
application.

Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per cent. This allowance does
not apply to through fares from China and
Japan to Europe.

Consular Invoices to accompany Cargo de-
stined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, 10th December, 1890.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEY, SUEZ,
PORT SAID, BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA AND BALTIC PORTS.

ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH
AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

FIRE AT WEST POINT.

FIVE HOUSES OUTTOD.

A fire broke out in the Tung Tai tea hang, No. 170 Third Street, at about a quarter past eleven last night. Owing to the entire absence of rain during the past two months everything was as dry as the desert of Sahara and the flames soon gained a hold on the building. Sparks, too, carried across the street by the wind, set the two opposite houses on fire, and in a few minutes after the discovery of the outbreak the whole neighbourhood was lit up by the reflection of the flames. The fire brigades from the West Point area Central Stations were promptly on the spot, but owing to the difficulty experienced in getting water fully a quarter of an hour was wasted, the firemen having little else to do but gaze at the ravages made by the fire. After a time, however, a stream of water was turned on and the firemen, acting under the orders of Inspector Mackie and Mr. Kemp, soon gained complete mastery over the flames. Five houses were completely destroyed, and had the wind been blowing in a westerly direction it is probable that the damage to property would have been much greater. The damage to house property is estimated at \$1,500 which is covered by a policy taken out some four years ago at Messrs. Reister, Brockelmann & Co's office. As some of the houses and their contents were uninsured it is difficult to ascertain the full extent of the losses sustained by the tenants, but \$7,000, it is said, would cover the damage caused by last night's fire. Some exciting scenes were witnessed. One old woman and her daughter escaped a terrible death by jumping out of a window some 25 feet above the ground. They alighted safely on their bedding and clothing which they had the good sense to throw down on the ground before making a leap for life. It would be interesting to know what the Water Authority has to say in reference to the absence of water in the West Point District last night. Perhaps they did not receive official notice that a fire was likely to break out there, when it did!

THE IMPERIAL MINT, OSAKA.

The fine buildings comprising the Imperial mint, at Osaka, are situated on the banks of the main river, at no great distance from the famous castle. The structure was erected in 1870, and the work of the establishment carried out for some years under the superintendence of Major Kinder, an English engineer, with several European assistants. The machinery, which is of the best description, was imported from Europe. Now, however, the work of providing all the coin required for circulation throughout the country is carried out by native engineers and workmen, and the skill with which the various departments are conducted is remarkable, some of the duties in which special dexterity and quickness of eye are necessary being performed in a manner which could hardly be matched by any other people. The trial of the press is carried out as with us, the results duly checked outside the establishment. The modern coins are very handsomely designed. The national traditions oppose the stamping of the image of the Emperor upon them, but H. M. Imperial and family crests or badges, the *kiku* and *kiri*, with wreaths and tassels, adorn one side of the gold coins, the other side being decorated with a splendid dragon. The silver coins bear a similar dragon on one side, and the *kiku* crest with wreaths and tassels, and the value denominated on the other. Very little gold has been coined of late years. The bronze coins do not differ materially in design from the silver, but during the last three years a quantity of 5 sen nickel pieces, of a different pattern, have been turned out. During last month the amount of coins struck in the Mint was yen 1,655,220, all one yen pieces.—*Tokyo Review*.

FOREIGN AID IN SERICULTURE IN CHINA.

About eleven years ago a foreigner connected with the Chinese silk trade visited the silk districts near Newchwang and took much pains to instruct the natives in the art of reeling the silk from the cocoons. The old method of spinning was much too primitive and much too irregular a yarn to secure a good price at home. Since that time there have been southern experts from Shanghai who have occasionally given information to the native sericulturists on important points. More attention is now bestowed on the rearing of the worm, and on the healthy preservation of the cocoon. In old times a picul of silk realized Ts. 100, now it is worth from Ts. 200 to Ts. 300. In the Customs Returns for 1889 the value of 8,000 piculs of wild raw silk exported from Newchwang is stated to be Ts. 636,000. A good part of the year's yield does not go to Newchwang. It is taken in carts to Pootung and two posts adjoining, where silk can be shipped either in government transports or in other craft all the year round. Probably then 9,000 or 10,000 piculs at least are produced each year for exportation. If we adopt the Customs estimate of Ts. 80 a picul the amount is Ts. 800,000. This sum is added each year to the wealth of the province. It would be well for the producers if they should receive two-thirds of this amount. It appears plain from this instance that foreigners may give and are giving the most substantial assistance to the working classes of the country in founding new industries.—*Chinese Times*.

TIENTSIN NOTES.

La Griffe has reached Shenai, and during the past week many thousands of people have suffered from it. It is said to be prevalent all over the province. The military magistrate at Fen-chou has died from it after a few days illness. Diptheria, too, has been unusually prevalent at Fen-chou this fall. There have been a large number of deaths from it. The people say that native doctors can do nothing to help them.

GENERAL NEWS.

Sun I-ching, Vice-President of the Board of Revenue is dead. Taitai Chang Tze-an, Superintendent of the West Arsenal and Director of Ordnance, died this week from an attack of pneumonia. He was a nephew of the Viceroy Li. The vacancy created by his death will be filled by a member of the same family.

The last regular steamer of the season, the *Newchwang*, left on Thursday, the 18th, for Shanghai. The *Peking*, belonging to the Chinese Engineering and Mining Company, left with a cargo of coals the next day.

Paper hunts, concerts and "at homes" are now the order of the day in this port.

We are sorry to hear that the following settlement "Why is Tientsin a very important place?"

A lady has remarked that this is a "very vulgar" word, that the question ought to have been "Why is Tientsin a very important place?"

The N. C. Daily News publishes some correspondence between the Manchurian Chamber of

Commerce and the Foreign Office on the subject of the "Telegraph Convention," which shows that the suspension of negotiations was the work of Sir John Pender, and of his friends, as far back as April last. Our contemporary may perhaps call to mind that we warned him that when he came into closer contact with the facts, he would very likely find that the pea was under quite another cup from what he supposed. He has found it, and candidly enough owns to being surprised. But what crass mismanagement the whole agitation has been!

THE DUKE OF ARGYLL AND THE EIGHT HOURS QUESTION.

In reply to a correspondent, the Duke of Argyll has written the following letter to the *Times*:—"Sir, I am obliged to you for your letter of the 9th. I can sincerely say that of all the sections into which the wage-earning classes may be divided, that which embraces the miners attracts my personal sympathies most of all. This is not on account of the disagreeable locality and nature of their work. I know how hard and familiarly abates or wholly neutralizes the dislike with which particular kinds of labour are naturally regarded by other men. But I have been always deeply impressed by the noble qualities which are constantly exhibited by our mining population on every occasion of some dreadful accident which has been incident to their calling. Such courage, such tenderness, such devotion, shown under circumstances of the most appalling dangers, in the rescue of comrades are seldom to be met with in any other class.

"Gallantry in battle is nothing to the gallantry they continually show. It is often a noble thing to face a battery; but it is a still nobler thing to face the after-damp, with no other incitement than humanity and the love of brethren. It is therefore, with great regret, that I hear of the display of any man in the present to seek for compulsory law limiting their own hours of labour. Eight hours a day may be quite long enough below ground. But this limitation is already widely secured by custom and voluntary combination. And if it cannot be thus secured universally and as an iron rule, this difficulty is only another proof that it is a rule too rigid for any universal application which can be just.

"I wonder that working men are not more jealous than they seem to be of legislative interference with their own property and their own birthright. The absolute ownership of every man in his own muscles, and in his own brain seems to be an axiomatic truth. There are limits within which society has a right to dictate to its individual members. It may be difficult to define those limits in the abstract. But they seem to me to be undoubtedly transcended when majorities attempt to impose upon minorities restrictions, and prohibitions against the free use of their own hands and heads.

"I must add my belief that this personal tyranny cannot be enforced. Individuals will not feel the duty of obedience, and evasion will be the order of the day. The law will be unjustified. You refer to the way in which candidates for votes are now disposed to 'go in' for any proposal which will carry more votes. This is one of the evils of our time, and I must add, of the condition of a large section of the Liberal party. They are led by one whom it is more easy to generate than to criticize. The weight of years lightly borne, and with unabated activity of mind, constitutes a spectacle certain to attract.

"But, as qualifying for a leadership of opinion, it is a position which has heavy drawbacks. It is inevitable that the sense of responsibility must be lessened when a man is confronted by questions which the irresistible demands of time render it impossible for him to deal with. He is tempted by sincere devotion to some one idea—it may be a pure fanaticism—to postpone all others, leaving them to younger men, or even to those whom he must know to be quacks, but whom he sees to be at least enlisted on his immediate side. Thus a healthy or mischievous opinion are allowed to grow, and to become established, by men whose highest duty it is to deal with thought as it grows, but whose position tempts them to avoid it.

"I must not omit those conditions of our present political life with some reluctance. But we must put our veneration in the right places. There are two things to be venerated before all others—the first is truth, and the second is the future of our country. Fanatical leaders, who do not lead except upon some one fad of their own, throw an immense weight of responsibility on the 'rank and file.' Let them think for themselves, and then they will support honest men who refuse to swallow any pill and potion which may be presented to them, rather than those others who lightly enter into promises which they know perfectly well they cannot perform, or may discharge by some single vote in a hopeless division.

"Your obedient servant,"

"ARGYLL."

SHIPBUILDING IN SCOTLAND.

The returns from the shipbuilding yards of Scotland for November disclose a state of matters which, in all the circumstances, may be considered satisfactory. Though the tonnage of the new work would, under ordinary conditions, have been reckoned quite up to the average, bracketed with the enormous production of November it is below the mark. The contracts placed during the month amount to about 23,000 tons. Of that total nearly 12,500 tons went to ports on the East Coast and the balance to the Clyde. Of the East Coast orders about 9,700 tons went to Dundee, 400 tons to Leith, and 2,400 to Grangemouth. The bulk of the work which came to the Clyde went to Greenock and Port Glasgow yards. As the figures show, there is a difference of 15,000 tons between contracts and production, which reduces the work on hand to something like 23,000 tons. The contracts, with few exceptions, were for vessels of the ordinary class. A large steamer, probably about 5,000 tons, is to be built for the National Steamship Company by Messrs. Gourlay Brown. The same firm is also to build a depot boat for the Government of Natal. The rest of the orders placed on both the Clyde and the East Coast are not of great importance, with the exception of the large yacht of 1,000 tons which is to be built by Messrs. Scott and Co., Greenock, for the Russian millionaire, M. Koussimoff. There were launched from all the yards during November (twenty-one vessels, with an aggregate of 38,346 tons, sixteen of which (measuring 29,322 tons) were steamers. The Clyde contributed 26,500 tons to the total, Dundee 7,094, and the Forth 4,752 tons. This total is above last year's average, and takes fourth place in the year's list. The corresponding month of last year produced an output

HONGKONG TRADING CO., LTD.

(LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.)

TAILORS AND DRESSMAKERS.

FANCY COSTUMES

DESIGNS AND PRICES ON APPLICATION.
EARLY ORDERS RESPECTFULLY REQUESTED.

Hongkong, 8th January, 1891.

For the eleven months this year the total output is 305,680 tons, and for the same period last year 301,740 tons, showing an increase of 3,940 tons. The following figures relate to the launches for the past month. Of the vessels launched, four steamers, aggregating 5,550 tons, and one sailing vessel of 2,240 tons, were for Glasgow; one steamer of 2,200 tons for Troon; one steamer of 123 tons and a sailing vessel of 1,300 tons for Aberdeen; one sailing vessel of 2,240 tons for Dundee; three steamers, representing 6,220 tons, for London; one steamer of 5,070 tons for Liverpool; two steamers, each of 155 tons, for Grimsby; two steamers, with an aggregate of 8,560 tons, for Germany; one sailing vessel of 2,080 tons for France; and one sailing vessel of 1,300 tons for Norway. Two were returned to foreign owners. No vessels were launched for foreign trade with the Far East.—*Exchange*.

WE CAN ONLY SAY THAT HIS INITIALS ARE "J. D."

When a woman travels ten miles merely to ask a few questions we may assume that her curiosity is excited.

In the year 1893, a story went forth from Lerestock Green, Hants. It was a story which aroused great interest in all the region thereabout. People came from various directions to enquire into the matter; what was alleged to have occurred had to do mostly with one man. If the story turned out to be true some good was likely to come of it; if false, it would only put the community more on their guard against all sorts of wild rumours. Among the women who were bound to go to the foundation of it was one from St. Albans and a cook from Langley.

How strangely things work out in this queer world. Seven years have passed and the facts are now to become generally public for the first time. It appears that about the first of January, 1886, an old resident of the place above named was said, and commonly believed, to be in a dying condition.

For five months an able and clever physician had been attending him constantly, no medical man could have done more. His ailment was decided to be gout and rheumatism, which are now held to be practically the same malady differently located.

Well, this began back in July, 1882. As time ran along the patient grew worse. The doctor's ability and experience didn't seem to count. The sufferer's ankles, feet, and hands, became badly swollen. We all know this must have been a scary symptom because that the fluids of his body (and the body is nearly all fluid anyway)—instead of being carried off as they naturally should be, were flowing over their channels and inundating the parts around them, just as a stream does after heavy rains.

The doctor said, the danger of this state of things lay in the fact, that when the water reached the heart or lungs it might end in sudden death. The cause of dropsy is the refusal of the kidneys to carry off the water so much is plain. But what makes the kidneys strike work? We now know the reason of that. It is because they are partially paralysed by a poison in the blood, arising from undigested food in the stomach. In plain English, a chronic state of indigestion and dyspepsia was responsible for results which now threatened our unknown friend's life. It was reported—and of its truth there isn't a doubt—that his abdomen was blown like a bladder on account of the water which soaked all through his flesh. In conversation a few weeks ago, he said "All my friends now looked on me as a dying man."

And reasonably enough too, for what chance is there for a man who is gradually drowning in this way?—For that is what it was—drowning and nothing else in the world. Medicine appeared to be of no use, and the physician suggested that possibly the poor man might be benefited if he could go away from home and try the baths, mineral waters, and change of scene and air.—But nobody believed in that plan, and in honest truth, it is hardly likely that the wise physician believed in it himself. At all events the idea wasn't put into practice.

About this time the patient's wife happened to be in the shop of a chemist at Hemel Hempstead, and he gave her a little book, a sort of small pamphlet, and said she might like to read it. She did read it, and found in it a full description of the very complaint that was fast sending her husband to his grave, and also the name of what was asserted to be a remedy for it. After some trouble she got him to consent to try it, and sent for a bottle. He began, and kept it up for four months, taking twenty-six bottles altogether. At the end of that time he was a well, sound man, and is so to-day. The whole neighbourhood was amazed.—His recovery, when he had been looked upon as no better than a dead man, set tongues wagging all around the country. He now says "I should not have been here now, if it had not been for Mother Selig's Curative Syrup."

Our friend requests us not to publish his full name, but says we may print his initials, which are "J. D." Address: Leverstock Green, Hemel Hempstead, Herts. He will answer letters.—*Advt.*

Co-day's Advertisements.

ZETLAND LODGE, No. 525.

AN EMERGENCY MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, on FRIDAY next, the 12th instant, at 5.30 P.M. precisely. Visiting Brethren are cordially invited.

Hongkong, 9th January, 1891.

Intimations.

Co-day's Advertisements.

THE HONGKONG JOCKEY CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the MEMBERS of the above Club will be held at the City Hall, on TUESDAY, the 9th of January, at 4.30 p.m. at which the following Rules will be submitted for the approval of the Meeting:—

RULE.—"If the Stewards or any ten Members of the Club who shall certify the same in writing shall be of opinion that the conduct of any member either within or outside of the Club premises, and either in matters connected with racing or otherwise, has been injurious to the character, interests, welfare, good order, or credit of the Club, the Stewards shall request such member to resign, and if the member so requested shall not resign within one month after such request, the Stewards shall convene, or call, Extraordinary General Meetings of the Club for the purpose of expelling the member. Such Extraordinary General Meetings shall be convened, called and held, and the resolutions thereat shall be passed, confirmed, and circulated, in the manner prescribed by rule 31 and 32 of the Club."

This Meeting has been called in consequence of the following written requisition which is signed by ten resident members of the Club.

Hongkong, 9th December, 1890.

To the Stewards of THE HONGKONG JOCKEY CLUB.

Gentlemen, We, the undersigned resident members of the Hongkong Jockey Club are of opinion that it is desirable for the interests of the Club that a Rule should be forthwith passed and confirmed, providing for the resignation or expulsion from the Club of any member whose conduct, either within or outside of the Club premises, and either in matters connected with racing or otherwise, has been injurious to the character, interests, welfare, good order, or credit of the Club.

Accordingly we hereby request that you will call a Special Extraordinary General Meeting of the Club under rule 30, 31 and 32 for the purpose of passing and confirming such a rule as above mentioned, and we suggest that such rule might be worded somewhat as follows:—

(Here follows the Rule as above set out.)

By Order of the Stewards of the Hongkong Jockey Club.

E. H. GORE-BOOTH, Clerk of the Course.

Hongkong, 9th January, 1891.

HONGKONG CRICKET CLUB.

LAWN TENNIS SINGLE HANDICAP.

ENTRIES for the above will CLOSE on SATURDAY, the 17th inst. Members wishing to enter will please sign the lists which are now lying in the Hongkong Club and Cricket Pavilion.

ENTRANCE FEE \$1.

ARTHUR K. TRAVERS, Hon. Secretary, H.K.C.C.

Hongkong, 9th January, 1891.

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

IT is hereby notified, that a CALL of £1 per Share on the original Shares in the above Company, and a further Call of £1 per Share on the New Shares, is hereby made and is payable to the Hongkong and Shanghai Banking Corporation on or before the 10th April, 1891.

The Call on the original shares on or before the 10th March, 1891, and on the new shares on or before the 10th April, 1891.

Interest at the rate of 10 per cent per annum will be charged on all calls overdue.

ARNOLD, KARBURG & Co., Agents.

Hongkong, 9th January, 1891.

NEARLY READY.

THE BETH SH "NEW NAVIGATION," and the FRENCH "NEW NAVIGATION," simplified by JOHN AMROSE CLARKE, teacher of Officers and Engineers, Hongkong. Also correspondence to the local papers on physical astronomy by the author of this work.

In addition to the superlative, Exact Methods are given for deducing Heights and Distances of Mountains, with Tables to solve the questions. Also a most interesting problem, relative to the Shadow going back upon the Dial of Abaz. Published A.D. 1891, being the year of the Author's Jubilee, and likewise that of Hongkong. Del. Gratis.

Note.—The author's numerous successful pupils on the Coast of China will doubtless be anxious to purchase a Copy of the Marvellous Work, and if so, kindly send me an order quickly, for there only one hundred copies.

PRICE \$1. J. A. CLARKE, Hongkong, 9th January, 1891.

THE HONGKONG DIRECTORY.

ADVERTISEMENTS for the HONGKONG DIRECTORY will be received up TO-MORROW, the 10th January.

"THE HONGKONG TELEGRAPH" Office, Pedder's Hill, Hongkong, 17th December, 1890.

Co-day's Advertisements.

NOTICE.

LADY DES VIGUEUX'S FANCY DRESS BALL. A Government dance is unavoidably POSTPONED from Tuesday January 27th to TUESDAY February 3rd, 1891.

FOOT SHANGHAI. THE Steamship "NINGPO," Captain R. Noble, will be despatched for the above Port, TO-MORROW, the 10th instant, at 4 P.M., instead of as previously notified. For Freight or Passage, apply to SIEMSEN & Co., Hongkong, 9th January, 1891.

ST. JOHN LODGE OF HONGKONG, No. 618, S.C.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, on MONDAY next, the 12th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 6th January, 1891.

Intimations.

WANTED: A SHORTHAND REPORTER. A general knowledge of office routine indispensable. Apply to THE EDITOR, Hongkong Telegraph Office.

Pedder's Hill, Hongkong, 2nd December, 1890.

Dr. Knorr's ANTIPYRINE.

(Dose for Adults 15 to 25 grains troy.)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had from every reputable Chemist and Druggist. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature, "Dr. KNORR" in red letters.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China. Beware of spurious imitations!

Hongkong, 24th May, 1890.

HONGKONG TIMBER YARD, WANCHAI.

SECOND HAND SPARS AND LUMBER Always on Hand.

THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

LIST of Subscribers to the HONGKONG TELEPHONE EXCHANGE.

1. Arnold, Karberg & Co.
2. Alice Memorial Hospital.
3. Adamson, Bell & Co.
4. Butterfield and Swire.
5. Brodie, Wm., Residence.
6. Bellis & Co.
7. Bellis, E. R., Kingsclere.
8. Bellis, E. R., The Eyrie.
9. Hartigan, Dr. Wm., Queen's Road.
10. Cowie, Dr. Alex., Queen's Road.
11. Cantlie, Dr. J., Victoria Peak.
12. C. & J., Telephone Co., Ltd.
13. Chater and Vernon.
14. Central Police Station.
15. "China Mail."
16. C. Borneo Co., Ltd., S. S. M., Bowington.
17. Carlotta & Co.
18. Cowie, Dr. Alex.
19. "Daily Press."
20. Douglas Laiprak & Co.
21. Dakin Bros. of China, Ltd.
22. E. A. A. and China Telegraph Co., Ltd.
23. "Era, N. N. J., Residence.
24. Fiedel & Joseph.
25. Foster, F. T. P., Residence.
26. Great Northern Telegraph Co.
27. Gibb, Livingston & Co.
28. Government House.
29. Gordon & Co., A. G., Praya Central, Bowington.
30. Do.
31. Government Civil Hospital.
32. Hongkong and Whampoa Dock Co., Ltd.
33. H. & W. Dock, Aberdeen.
34. Holliday, Wise & Co.
35. Holliday, J. F., Victoria Peak.
36. Hancock, W. St. John H., C.E.
37. Holmes & Ems.
38. Holmes & Ems.
39. Hughes, E. J., Residence.
40. Hirst, Chas., do.
41. Ho Tung, Praya Central.
42. Do. Seymour Terrace.
43. Do. Bonham Strand.
44. H. & K. W. & Godown Co., Ltd.
45. Jordan, Dr. G. P., Pedder's Street.
46. Gibb, Livingston & Co.
47. The Imports and Exports Office.
48. Judd, Wm., Peak.
49. Jardine, Matheson & Co.
50. Do.
51. Land Investment Co., Ltd.
52. Linseed & Davis.
53. Mackintosh, E., Residence.
54. Millat, Marjy & Miljans.
55. P. & O. S. N. Co.
56. Peak Hotel.
57. Peak Hotel & Trading Co., Craigiebun.
58. Russell & Co.
59. Ray, E.C.
60. Sailors' Home.
61. Boy Sing.
62. Stevens & Co., Geo. R.
63. Do. Residence.
64. Stollerfort & Hirst.
65. "Hongkong Telegraph" Office.
66. Hongkong and Shanghai Bank.
67. Victoria Hotel, Public Telephone.
68. Watson & Co., A. S., Ltd.
69. The Exchange is open day and night.

A. SANDFORD, Agent.

Hongkong, 10th July, 1890.

Co-day's Advertisements.

Intimations.

CAUTION TO SHIPOWNERS AND CAPTAINS.

RAHTIEN'S ANTI-FOULING COMPOSITIONS.

Other makes than our original Manufacture are now being sold.

The genuine and only Composition connected with Mr. RAHTIEN himself is HARTMANN'S RAHTIEN'S and packages are marked with these words and Trade Mark an open hand in red.

REJECT ALL OTHERS.

Agents in Hongkong F. BLACKHEAD & Co.

Hongkong, 24th July, 1890.

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

WINTER TIME-TABLE.

WEEK DAYS.

8.10 to 10 A.M. every quarter of an hour.

12 (noon) to 2 P.M. every quarter of an hour.

1.10 to 2 P.M. every half hour.

3.10 to 7.30 P.M. every quarter of an hour.

SATURDAYS.

NIGHT TRAMS at 10.30 and 11 P.M.

SUNDAYS.

CHURCH TRAM at 10.40 A.M.

12 (NOON) to 2 P.M. every quarter of an hour.

3.10 to 7.30 P.M. every quarter of an hour.

9.10 to 10.30 and 11 P.M.

Special Cars may be obtained on application to the Superintendent.

Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.

MACLEWEN, FRICKEL & Co., General Managers.

Hongkong, 24th December, 1890.

TOURISTS.

